

**2005 Seattle Freight Mobility Strategic Action Plan
Summary of Plan Actions and Status
March 2012**

Action Number	Actions in the 2005 Freight Plan	Status
1	Coordinate with Seattle's Freight Community	<ul style="list-style-type: none"> • Created Freight Mobility Advisory Committee (FMAC) in October 2002 • Replaced FMAC with Seattle Freight Advisory Board (SFAB) in January 2011 • Provide ongoing coordination with: <ul style="list-style-type: none"> ○ The Manufacturing Industrial Council of Seattle (MIC) ○ Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) ○ North Seattle Industrial Association (NSIA) ○ Port's Truckers Committee and other freight interest groups • Participate regularly in the Freight Action Strategy for the Everett-Seattle-Tacoma Corridor (FAST) Partnership Program and Regional Freight Roundtable hosted by Puget Sound Regional Council (PSRC) • Created and maintain web page with up-to-date information about the freight program and the Freight Advisory Board
2	Actively Participate in Regional and State Forums Seeking Freight Funding	<ul style="list-style-type: none"> • Coordinated funding opportunities with the State Freight Mobility Strategic Investment Board (FMSIB), FAST Partnership, and Regional Freight Roundtable • Received funding from FMSIB for: <ul style="list-style-type: none"> ○ Duwamish Intelligent Transportation Systems (ITS) Program • Conducted preliminary design of the Lander Street Grade Separation (project currently on-hold due to lack of funding) • Received funding from Fast Partnership for: <ul style="list-style-type: none"> ○ Spokane St Viaduct ○ Duwamish ITS Program • Received funds from the Port of Seattle and WSDOT for: <ul style="list-style-type: none"> ○ Spokane St Viaduct ○ SR 99 ○ SR 519 ○ Duwamish ITS Program • Supported Port of Seattle efforts to obtain project funding for Argo Railyard Truck Access Project

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		<ul style="list-style-type: none"> • SDOT requested state freight funding from the FMSIB for the Duwamish Truck Mobility Improvement Program. (Funds were not approved)
3	Maintain an Updated Inventory of Known Obstacles Identified by the Trucking Community	<ul style="list-style-type: none"> • Maintain a list of obstacles identified by trucking community and other freight stakeholders • Conducted a stakeholder survey in 2008 to identify small spot improvements city-wide which would benefit freight mobility • Completed several small freight spot improvements (See Action #19 below for examples of the types of spot improvements completed)
4	Maintain an Inventory of Infrastructure Height Restrictions Facing Trucks Operating in the City	<ul style="list-style-type: none"> • Maintain an inventory of locations where low vertical clearance warning signs have been posted. (Height-restricted locations are signed in the field)
5	Maintain a List of Truck Weight Restrictions on Seattle Bridges and Other Structures	<ul style="list-style-type: none"> • Maintain an updated list of load-restricted bridges on the website • Allocate funds to Bridge Rehabilitation Program to restore load-bearing capacity for structures that currently have truck weight restrictions
6	Pursue Funding for Priority Truck Access Projects	<ul style="list-style-type: none"> • Obtained Federal and State funding to: (see Action # 2 also) <ul style="list-style-type: none"> ○ Partially fund Spokane St Viaduct ○ Conducted preliminary design of the Lander Street Grade Separation (project currently on-hold due to lack of funding) ○ Implement the Duwamish ITS Program (completed) • Allocate Transportation Capital Improvement Program funds to the Freight Spot Mobility Improvement Program on an annual basis (see Action #19)
7	Incorporate Freight Operation Design Needs for Major Truck Streets and Non-Major Truck Streets into the Update of the SDOT Right-of-Way Improvements Manual (ROWIM)	<ul style="list-style-type: none"> • Expanded truck design and operating considerations in the ROWIM in 2005 • Consider future opportunities to expand freight design and geometry treatments in next ROWIM update

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8	Include an Over-legal Vehicle Design Standard in the Update of the Right-of-Way Improvements Manual	<ul style="list-style-type: none"> • Consider the "20' X 20' " envelope in project design as a standard practice, along with anticipated over-legal vehicle demand • Work to maintain routes for over-legal truck and cargo travel, or identify suitable alternative routes • Consider future opportunities to expand standards to address over-dimensional vehicles in the next ROWIM manual • Allocate funds in the CIP for: <ul style="list-style-type: none"> ○ Bridge Load Rating program which rates bridges for safe load-carrying capacity ○ Bridge Rehabilitation and Replacement program which maintains bridge infrastructure (15th Ave NE at NE 105th St, Airport Way over Argo, East Duwamish Waterway)
9	Review 2006 Paving Priorities with the Freight Community	<ul style="list-style-type: none"> • Reviewed paving priorities with FMAC in 2006; and continue to review them annually with FMAC and now with SFAB • Review specific projects on Major Truck Streets with FMAC (and currently SFAB) to inform members and receive input
10	Continue to Include Freight Needs as Criteria in Prioritizing Street Pavement Rehabilitation Work	<ul style="list-style-type: none"> • Consider Major Truck Streets and overall paving conditions in project selection • Include freight use and route designation, as well as stakeholder input, during SDOT project prioritization process
11	Solicit Freight Community Involvement in the Paving Partnership Program	<ul style="list-style-type: none"> • Discuss paving partnership opportunities annually with FMAC (and currently with SFAB)
12	Pursue Grade-Separation of Key Truck Streets at Heavily Used Railroad Crossings	<ul style="list-style-type: none"> • Secured full funding and is completing Spokane St Viaduct widening including: new 1st Ave S ramps; and 4th Ave eastbound off-ramp • Completed SR 519 grade separations over BNSF tracks including S Atlantic St, Royal Brougham Way S, and I-90 westbound off-ramp to S Atlantic St • Partner with the Port of Seattle on the E Marginal Way Grade Separation (Port lead); construction nearly complete • Completed South Holgate St railroad crossing study in 2009 • Design for SR 99 Holgate St to King St includes grade separation for trucks over

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		<p>the BNSF tail tracks (new S Atlantic St Crossing) to improve truck access to Waterfront</p> <ul style="list-style-type: none"> • Design for Alaskan Way Viaduct Replacement/Central Waterfront Project will provide alternative to Broad St rail mainline crossing with new connections to Elliott Ave and Western Ave
13	Design and Construct 2005 Capital Improvement Program (CIP) Projects that Benefit Freight	<ul style="list-style-type: none"> • CIP projects designed, under construction or completed include: <ul style="list-style-type: none"> ○ Duwamish Intelligent Transportation Systems ○ Fremont Bridge Approaches ○ Greenwood Ave N ○ Spokane St Viaduct ○ SR 519 ○ Alaskan Way Viaduct and Seawall Study ○ Mercer Corridor Project ○ Arterial Asphalt and Concrete Program • Identified 19 CIP freight mobility improvement projects to support the Industrial Jobs Initiative in 2008 (see Attachment)
14	Identify Measures to Minimize Conflicts between Trucks and Other Transportation Modes	<ul style="list-style-type: none"> • Adopted Complete Streets Ordinance that recognizes freight as the major priority on streets classified as Major Truck Streets • Consider impacts on truck movement and operation during plan review • Presented large projects on Major Truck Streets to FMAC (currently presented to SFAB) to solicit input on project design and construction mitigation
15	Continue Implementation of the Duwamish Intelligent Transportation Systems (ITS) Project	<ul style="list-style-type: none"> • Completed project including traffic camera installation, electronic message signs, and signal improvements • Developed innovative traveler information map that provides real-time travel information citywide • Consider expanding the traveler information map to include more arterial streets and Major Truck Streets
16	Initiate Railroad Supportive Elements of Duwamish ITS at the BNSF Railroad Mainline	<ul style="list-style-type: none"> • Connected rail crossing warning signals to adjacent SODO signals on 1st Ave S and 4th Ave S to reduce queues on east/west and north/south streets • Improved approaching train detection and signal system timing in SODO

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17	Support the BNSF Railway Company Third Mainline Track and Signal Improvements in Coordination with Sound Transit	<ul style="list-style-type: none"> • Completed • Closed the at-grade mainline crossing at Royal Brougham Way S, which was replaced by S Atlantic St
18	Support the Port of Seattle with Implementing Container Terminals Ground Access Improvements	<ul style="list-style-type: none"> • Coordinate annually with the Port of Seattle to address on-going truck queuing challenges on S Spokane St, E Marginal Way S and Alaskan Way S, to resolve queuing problems on terminal access routes and better manage construction period traffic. (Queues have often resulted from terminal gates hours-of-operation, security checks and processing system disruptions) • Implemented a rigorous multi-jurisdictional construction management program in coordination with WSDOT and Port of Seattle that includes efforts to maintain reliable truck access to Port terminals during construction of AWW South Segment Projects • Supported projects that improve terminal access including: <ul style="list-style-type: none"> ○ SR 519 Grade Separation Project ○ E Marginal Way and Spokane St Grade Separation ○ E Duwamish Waterway Bridge Rehabilitation ○ Duwamish ITS Program ○ Truck route signage on streets leading to Port terminals • Developed Seaport Connector maps to identify routes important to Port functions in coordination with the Port

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19	Improve Freight Dependent Business Access	<ul style="list-style-type: none"> • Constructed major projects as previously described, plus several SODO area arterial paving enhancements, and Northend improvements including: <ul style="list-style-type: none"> ○ 15th Ave W paving project ○ New signal for rail crossing safety at Alaskan Way/Vine St • Implemented several smaller-scale improvements that benefit freight movement: <ul style="list-style-type: none"> ○ Improved truck turns at northwest corner of Delridge and Andover near Nucor Steel (phase 2 planned for 2012) ○ Relocated a light pole on the NW northwest corner of Broad St and Elliott Ave ○ Installed a raised curb median on Spokane Street on Harbor Island to restrict left turns across westbound lanes heavily used by port trucks ○ Installed a left turn signal at 4th Ave S and Industrial Way ○ Improved truck route signing in both north and south industrial areas ○ Constructed safety improvement at Spokane St and SR 99 exit ramp ○ Implemented detour routes during South Park Bridge Replacement construction ○ Improved truck turning at 15th Ave W and W Nickerson St ○ Began a program to collect truck classification counts on Major Truck Streets and other arterial streets to better understand truck travel patterns • Provide permits and assistance to truckers on freight operation issues via the Commercial Vehicle Enforcement program • Manage truck load zone locations to accommodate delivery of goods and services
20	Continue to Improve Communication Tools for Construction-Related Traffic Impacts	<ul style="list-style-type: none"> • Completed projects including traffic camera installations, electronic message signs, and signal improvements • Developed innovative Traveler Information Map that provides real-time travel information on selected routes citywide including camera images, live streaming videos, travel time information, traffic conditions and alerts. (SDOT expects to expand traveler information system to include more Major Truck Streets) • Provide a trucker Listserv alert program to alert participants of traffic incidents and upcoming construction • Maintain capital project Listservs to advise of upcoming construction • Implemented a GIS based Construction Coordination system that coordinates and maps City-wide planned construction activities

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21	SDOT Will Continue To Work With Business District Representatives and Individual Businesses to Install Commercial/passenger Load Zones where Appropriate	<ul style="list-style-type: none"> • SDOT received a federal grant to evaluate downtown commercial vehicle parking information technology and pricing strategies starting in 2012 • Continue to manage commercial vehicle and truck parking load zones in downtown and other areas where construction and new projects have reduced curb space availability • Modified curb parking at truck zones in SODO area to improve truck parking maneuverability
22	SDOT Will Continue to Coordinate with the Freight Community and Appropriate City Staff to Outline Strategies that Help Facilitate More Efficient Local Goods Delivery	<ul style="list-style-type: none"> • Coordinated with Port of Seattle to establish overnight truck parking facility at Terminal 25 • Continue discussing commercial vehicle loading issues and opportunities with the SFAB as part of the federal grant

SDOT
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